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DPD-7223-59

21 October 1959

MEMORANDUM FOR: Chief, Operations Branch, DPD-DD/P

SUBJECT : PC-212 Radan Installation Versus PC-210 in  
C-118 Aircraft

REFERENCE : DPD/TS memo to Chief, Operations Branch/DPD  
dated 19 October 1959, subject: IRAN and  
Modification of Agency C-118 Aircraft

1. I do not agree with the comments contained in the referenced memorandum.

2. In my opinion, I recommend the installation of the PC-212 over the PC-210 for the following reasons:

a. The PC-212 is the newest doppler radar available and has been improved to give it more reliability.

b. The PC-210 is an older model with a proven history of intermittent operation requiring a great deal of "nursing". This history covers not only the Agency PC-210 experience but also the Air Force FOG experience. As a further indication of the feeling of the FOG people toward the PC-210 is the fact that [ ] has removed the PC-210's from his aircraft and will give the Agency whatever we want at no cost. On 20 October 1959, I contacted [ ] to get the benefit of his experience in the radan area. [ ] stated that the PC-210 is of no value, the PC-211 is little better but that the PC-212 is a marked improvement over the PC-210.

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c. Another indication of the reliability of the PC-212 is the fact that the PC-212 is installed in the Boeing 707 jets used by Secretary of State Herter and Vice President Nixon. The General Precision Laboratory technical representative maintaining these aircraft radan at Andrews has stated in an

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official report that "the impression received from operating personnel, in particular Captain Odor, (Navigator) is that the PC-212 is an accurate, reliable piece of equipment which makes a real contribution to the organization mission."

d. As further indication that the PC-212 is more reliable than the PC-210 is the fact that the PC-212 (or APH-102) is being procured by the United States Air Force for installation in RB-47's and RF-104's next summer.

3. It is my firm conviction that the expenditure of \$20,350 per set is little enough to spend to get the best available navigational equipment. I believe that installing the PC-210 would eventually prove to be "penny-wise and pound foolish" if the C-118 aircraft and personnel are sacrificed because of faulty or unreliable navigational equipment.

4. It is requested that an early decision be made in order that DPD/MB may complete the IRAN and modification arrangements that are requested in the basic memorandum.

SIGNED

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Chief, Material Branch  
DPD-DD/P

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